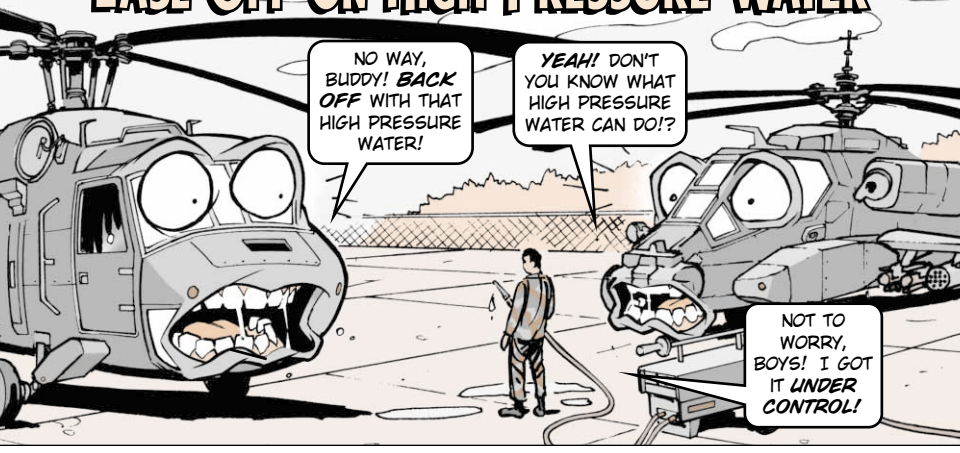
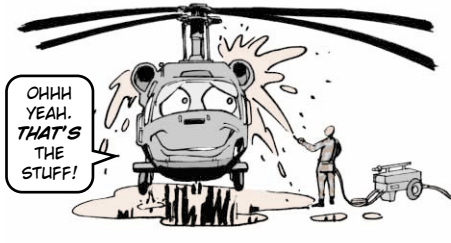
EASE OFF ON HIGH-PRESSURE WATER



Crew chiefs, using high-pressure water on your bird is like swatting a fly on a table with a sledge hammer.

The hammer may get the fly but the table is kaput. High-pressure water may clean your aircraft, but you'll damage the finish, wash grease out of lubricated parts, damage seals and short out electrical components. High pressure water can get past seals and access panels and seep into connectors.



So forget the hammer. Use a little elbow grease while you're washing and never try to blast grime off your bird.

Instead, clean it with the universal wash unit like your TM says.

Afterward, check for standing water in the engine accessory gearbox. Corrosion can start there if standing water is not removed.

Take a bite out of any corrosion you find by following the good words in Chapter 3 of TM 1-1500-344-23, *Aircraft Weapons System Cleaning and Corrosion Control,* Chapters 3, 6, and 10 of TM 1-1500-343-23, *Avionic Cleaning and Corrosion Prevention/Control* and Chapter 13 of TM 1-1500-204-23, *General Aircraft Maintenance.*

And remember that how often you clean your aircraft and its engines depends on your local operating conditions. So check your bird's engine manual for cleaning intervals in dusty, sandy or salt-water environments.